

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For NPS use only

received

date entered

1. Name

historic Township Line Bridge

and/or common Pawnee Bridge

2. Location

street & number 3 miles west of Rozel

not for publication

city, town Rozel

☒ vicinity of

~~Congressional district~~

state Kansas

code 20

county Pawnee

code 145

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input checked="" type="checkbox"/> transportation
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property

name Pawnee County

street & number Courthouse

city, town Larned

N/A vicinity of

state Kansas

5. Location of Legal Description

courthouse, registry of deeds, etc. Register of Deeds

street & number Pawnee County Courthouse

city, town Larned

state Kansas

6. Representation in Existing Surveys

title Inventory of Historic Bridges

Kansas Department of Transportation has this property been determined eligible? ☐ yes ☒ no

date 1980-83

☐ federal ☒ state ☐ county ☐ local

depository for survey records Kansas State Historical Society

city, town Topeka

state Kansas

7. Description

Condition

☐ excellent
☐ good
☒ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☒ unaltered
☐ altered

Check one

☒ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

The Pawnee River filled spandrel reinforced concrete arch bridge is located three miles west of Rozel, Kansas. This single span bridge is 56 feet long and has an 18 foot wide roadway. The roadway grade level lies $24\frac{1}{2}$ feet above the low water level. The bridge has suffered some damage to its railings from wide loads being pulled across the bridge and one concrete wing wall has partially collapsed.

The bridge consists of a reinforced concrete arch ring which springs from and is disposed between two abutments. Reinforced concrete spandrel walls rise from each side of the arch ring and are used to retain the earthen fill which loads the arch. This earth "loading" allows even distribution of the live loads and helps strengthen the arch. The solid concrete railings have incised rectangular decoration and are located on both sides of the floor line. The roadway is cantilevered by the use of brackets over the 8' wide arch ring.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1916

Builder/Architect Topeka Bridge & Iron

Statement of Significance (in one paragraph)

The Pawnee filled spandrel arch bridge three miles west of Rozel, Kansas retains its integrity of location, design, setting, materials, feeling, and association. It embodies the distinctive characteristics of a type and method of construction no longer being used, namely the construction of a roadway supported by a reinforced concrete arch ring which is loaded by earthen fill which, in turn, is retained by reinforced concrete spandrel walls. This structure was built by the Topeka Bridge and Iron Company which was the agent for the Luten design of reinforced concrete bridges and as such may yield information important to the history of engineering.

On September 8, 1916 the Larned Tiller and Toiler reported that the county commissioners were investigating sites for a new bridge over the Pawnee River between Rozel and Burdett on the Brown's Grove - Grant township line. On September 15 the commissioners were advertising for bids and, according to the Tiller and Toiler, the contract was let to the Topeka Bridge and Iron Company on October 13, 1916.

Soon after construction began, the structure earned the title of "That Political Pawnee Bridge." In a story published by the Larned Chronoscope on October 26, 1916 it was stated that an attempt was being made by J. S. Compton to discredit the work of commissioner Elmer Griffith in favoring the building of cement bridges in the area. Compton was the democratic candidate running against Griffith in the upcoming election. Compton charged that the bridge was being built for political reasons and that it wasn't actually needed. A study of the petition asking for the bridge revealed that J. S. Compton was the third person to sign.

A week later, on November 2, 1916, the Chronoscope ran another story saying that Compton had requested the paper to state that he was not criticizing Griffith. He said he had signed the petition and he was for the bridge as he believed it was badly needed.

Work was delayed on the bridge by weather and a cement shortage. Newspapers wrote little more of the bridge but the County Commissioner's Journal showed the payment of the \$2,500 balance on the township line bridge on January 1, 1917.

THIS STATEMENT REFLECTS CURRENT KNOWLEDGE AND IS SUBJECT TO CHANGE.

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Continuation sheet

Item number 9

Page 1

9. BIBLIOGRAPHY

- "New Pawnee Bridge," Larned Tiller and Toiler, September 8, 1916, p. 1, c. 4.
"Advertising for New Bridge," Larned Tiller and Toiler, September 15, 1916, p. 1, c. 2.
"Bridge Proposal," Larned Tiller and Toiler, September 15, 1916, p. 10, c. 4.
"Another Cement Arch Bridge," Larned Chronoscope, October 12, 1916, p. 1, c. 5.
"Pawnee Bridge Contract Let," Larned Tiller and Toiler, October 13, 1916, p. 4, c. 4.
"Work on Bridge Begins," Larned Tiller and Toiler, October 20, 1916, p. 1, c. 5.
"That 'Political Pawnee Bridge,'" Larned Chronoscope, October 26, 1916, p. 1, c. 2.
"Work on Bridge," Larned Tiller and Toiler, October 27, 1916, p. 9, c. 4.
"J. S. Compton Favors Bridge," Larned Chronoscope, November 2, 1916, p. 6, c. 3.
"Bridge Work Delayed," Larned Tiller and Toiler, November 3, 1916, p. 11, c. 4.
"Concrete Bridges Are Best," Topeka Farmers' Mail and Breeze, December 16, 1916, p. 18, c. 2.
Pawnee County Commission Journal, Volume F, September 12, 1916, Page 197, October 9, 1916, page 199, January 1, 1917, page 221, located at Pawnee County Courthouse, Larned, Kansas.
"Concrete Bridges Are Best," Larned Tiller and Toiler, December 22, 1916, p. 15, c. 1.

9. Major Bibliographical References

See continuation sheet, item #9,

10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name Rozel, Kansas

Quadrangle scale 1:24,000

UMT References

A

1	1	4
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4	5	9
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7	4	0
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4	2	2	8
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4	6	0
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Verbal boundary description and justification

That property on and over which the bridge is built three miles west of Rozel, Kansas. SW $\frac{1}{4}$, S19, T21S, R19W -- SE $\frac{1}{4}$, S24, T21S, R20W.

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

11. Form Prepared By

name/title Larry Jochims, Research Historian and Michael Snell

organization Kansas State Historical Society date

street & number 10th and Jackson Streets telephone (913) 296-2973

city or town Topeka state Kansas

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

 national x state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration